ANTICIPATED TIMELINE

- 2018: Local route improvements
- 2019: Red Line open New system network
- 2020: Full year: Red Line + new network
- 2021: Local route 39 upgraded to Purple Line
- 2022: Local route 8 upgraded to Blue Line
RAPID TRANSIT IS FAST
RAPID TRANSIT IS FREQUENT
RAPID TRANSIT IS COMFORTABLE
<table>
<thead>
<tr>
<th><strong>PURPLE LINE STATS</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle:</strong> Bus Rapid Transit</td>
<td></td>
</tr>
<tr>
<td><strong>Station Type:</strong> Raised Platform</td>
<td></td>
</tr>
<tr>
<td><strong>Station Spacing:</strong> 1/3 - 1 mile</td>
<td></td>
</tr>
<tr>
<td><strong>Station Amenities:</strong></td>
<td></td>
</tr>
<tr>
<td>» Purchase Tickets at the Station</td>
<td></td>
</tr>
<tr>
<td>» Real Time Arrival Information</td>
<td></td>
</tr>
<tr>
<td>» Seating, Shelter, Waste Receptacles, Security</td>
<td></td>
</tr>
<tr>
<td><strong>Corridor Length:</strong></td>
<td></td>
</tr>
<tr>
<td>» 14.8 miles</td>
<td></td>
</tr>
<tr>
<td><strong>Frequency:</strong></td>
<td></td>
</tr>
<tr>
<td>» Weekdays = 10 min.</td>
<td></td>
</tr>
<tr>
<td>» Weekends = 15 min.</td>
<td></td>
</tr>
<tr>
<td><strong>Dedicated Lanes:</strong> up to 75% of corridor</td>
<td></td>
</tr>
<tr>
<td><strong>Other Information:</strong></td>
<td></td>
</tr>
<tr>
<td>» Purple Line route between 38th and 18th Street would use Red Line corridor.</td>
<td></td>
</tr>
<tr>
<td>» Purple Line construction would take place after the Red Line is built.</td>
<td></td>
</tr>
</tbody>
</table>

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**Purple Line Recommendations**
updated January 2018

- Red / Purple Line Shared Stations
- Recommended Purple Line Stations
- Recommended Purple Line Route
- Interstates
- Railroad Corridors
- Major Streets
- County Line
- Water
- Parks
- Municipalities

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N

0 1 2 Mi
OVERVIEW: PURPLE LINE

- Upgrade Route 39
- 14.8 miles
- 31 stations (24 new, 7 shared with Red Line)
- Bus arriving every 10-12 mins for 20 hours/ day
- 60ft battery electric buses
- Anticipated opening 2021
ADDED VALUE TO INFRASTRUCTURE

- Improvements to:
  - Sidewalks
  - Drainage
  - Pavement
  - Traffic Signals
CONCEPTUAL STATION DESIGN: CENTER

- Metal Roof
- Composite "Wood" Icon
- Station Signage
- Rain Garden
RENDERING: CHILDREN’S MUSEUM
PURPLE LINE – SEGMENT BREAKDOWN

SEGMENT 1
Downtown

SEGMENT 2
The Fairgrounds

SEGMENT 3
38th St Core

SEGMENT 4
The North End

Lawrence Terminus

INDIANAPOLIS

0 1 2 MILES
DOWNTOWN SEGMENT – CHALLENGES

- Downtown Parade Routes
- War Memorial Mall
- Curbside Parking
FAIRGROUND SEGMENT – CHALLENGES

- Fairground ingress/egress traffic
- Station siting
- Avoid costly widening
FAIRGROUND SEGMENT: BI-DIRECTIONAL LANE

Bi-Directional Lane
38th CORE SEGMENT – CHALLENGES

- Long sections of missing sidewalk
- Narrow cross sections and deteriorating pavement
- Left turn access and corridor safety
38\textsuperscript{TH} CORE SEGMENT: CURBSIDE VS CENTER

- **Curb-Running BAT Lanes**
- **Median Exclusive**
Why are there left turn restrictions?
Protected U-turns at signalized intersections
Additional Signals to minimize inconvenience
East 38th Street has one of the highest crash rates in the entire Indy region

- 986 crashes, 4 fatalities, and 27 incapacitating injuries from 2013-2015
- 42% of crashes are the types that would be eliminated or significantly reduced by limiting left turns
38th CORE SEGMENT - ANIMATION
- Areas of missing sidewalk
- CSX Rail at-grade crossing
- Left turn access and larger cross section
Left Hand BAT Lane
LAWRENCE SEGMENT – LEFT LANE BAT ANIMATION
$36M : BRT Station Construction ($10M station savings)

$40M : Pavement, Sidewalks, and Drainage

$23M : Design and Management Services

$22M : Vehicles

$2M : ROW

$17M : Contingency

$140M : Total
Thank you!

www.IndyGo.net/PurpleLine